New York State Department of Transportation
General Bridge Inspection Report

Inspection Date: April 22, 2021

Structure Information

BIN: **1031701**
Feature Carried: 81I 81I33033050
Feature Crossed: CR 20-CHURCH STREET
Orientation: 2 - NORTHEAST
Region: 03 - SYRACUSE
County: ONONDAGA
Political Unit: Village of NORTH SYRACUSE
Approximate Year Built: 1959

Primary Owner: New York State Department of Transportation
Primary Maintenance Responsibility: New York State Department of Transportation
General Type Main Span: 3 - Steel, 02 - Stringer/Multi-Beam or Girder
This Bridge is not a Ramp
Number of Spans: 3

Postings

Posted Load Matches Inventory: Yes
Posted Load in field: Not Posted
Posted Vertical Clearances Match Inventory: Yes
Inventory On: Not Posted
Inventory Under: Not Posted

Number of Flags Issued

Red PIA: 0
Red: 0
Yellow: 0
Safety PIA: 0

New York State Inspection Overview

General Recommendation: 5

Federal NBI Ratings

NBI Deck Condition: 6
NBI Superstructure Condition: 6
NBI Substructure Condition: 6
NBI Channel Condition: N
NBI Culvert Condition: N

Action Items

Non-Structural Condition Observations noted: YES
Vulnerability Reviews Recommended: NO
Diving Inspection Requested: NO
Further Investigation Requested: NO

Inspector & Reviewer Signature Information

Inspection Signature: Dennis Conley, P.E. 071469-1 *Date:* June 23, 2021
Review Signature: Dave Hann, P.E. 084065-1 *Date:* June 23, 2021
Processed by : Timothy Snow *Date:* June 24, 2021

Report Printed: June 25, 2021 1:50:57 PM

Special Emphasis Inspection

Special Emphasis Detail	"Other" Special Emphasis Detail Description	Hands-On Insp Performed	Hands-On Inspection Note
AASHTO Category D, E, and E' welded details		Yes	100% HANDS-ON INSPECTION PERFORMED AS REQUIRED.

Additional Information

Overloads Observed

No overload vehicles observed during this inspection.

Notes to Next Inspector

Find BIN plate on Begin stem.

Improvements Observed

None

Pedestrian Fence Height

None

Snow Fence

Yes

Bin Plate Condition

Damaged

Scour Critical Rating

N - Bridge not over waterway.

Field Notes

Staff Present During Inspection		
Name	**Title**	**Organization**
A.NORDIAN	WZTC	CONTRACTOR
G.VANESS	EIT	NYSDOT
H.ALMUTT	WZTC	CONTRACTOR
R.KIEFEN	WZTC	CONTRACTOR

General Equipment Required for Inspection*
Access Type
13 - Walking
15 - Extension Ladder
19 - Up to 30 Foot Lift
28 - Lane Closure Without Shadow Vehicle

*** For span specific equipment requirements refer to the Active Inventory's "Access Needs" tab in BDIS.**

Detailed Time & Weather Conditions				
Field Date	**Arrival**	**Departure**	**Temp (F)**	**Weather Conditions**
04/22/2021	09:00 AM	11:00 AM	28	snow

Inspection Times (hours)	
Time required for travel, inspection and report preparation	10
Lane closure usage	2
Railroad flagging time	No

Element Quantities

Element Assessment Summary Table							
Element	**Total Quantity**	**Unit**	**CS-1**	**CS-2**	**CS-3**	**CS-4**	**CS-5**
12 - Reinforced Concrete Deck	6584	SQUARE_FOOT	1813	4694	77		0
29 - Steel Deck with Concrete Filled Grid	616	SQUARE_FOOT		616			0
107 - Steel Open Girder/Beam	1041	ft		1039	2		0
113 - Steel Stringer	196	ft		196			0
152 - Steel Floor Beam	112	ft		112			0
205 - Reinforced Concrete Column	6	each		3	3		0
220 - Reinforced Concrete Pile Cap/Footing	292	ft					292
227 - Reinforced Concrete Pile	88	each					88
234 - Reinforced Concrete Pier Cap	92	ft		58	34		0
302 - Compression Joint Seal	196	ft		82	114		0
310 - Elastomeric Bearing	42	each		42			0
321 - Reinforced Concrete Approach Slab	2880	SQUARE_FOOT		2855	25		0
330 - Metal Bridge Railing	302	ft	60	222	20		0
510 - Wearing Surfaces	6904	SQUARE_FOOT	4005	2209	690		0
515 - Steel Protective Coating	9275	SQUARE_FOOT	1362	6302		1611	0
800 - Erosion or Scour	368	ft	23	333	12		0
811 - Curb	302	ft	75	218	9		0
830 - Secondary Members	3	each		3			0
831 - Steel Beam End	42	each		40	2		0
850 - Backwall	156	ft		132	24		0
851 - Abutment Pedestal	14	each		14			0
852 - Pier Pedestal	28	each	24	3	1		0
853 - Wingwall	26	ft	13		13		0

Element Assessment by Span							
Element**	**Total Quantity**	**Unit**	**CS-1**	**CS-2**	**CS-3**	**CS-4**	**CS-5**
Span Number : 1							
BA220 - Reinforced Concrete Pile Cap/Footing	83	ft					83
BA227 - Reinforced Concrete Pile	23	each					23
BA302 - Compression Joint Seal	49	ft		37	12		0
BA310 - Elastomeric Bearing	7	each		7			0

Element**	Total Quantity	Unit	CS-1	CS-2	CS-3	CS-4	CS-5
515 - Steel Protective Coating	7	SQUARE_FOOT		5		2	0
BA321 - Reinforced Concrete Approach Slab	1440	SQUARE_FOOT		1440			0
BA800 - Erosion or Scour	83	ft		77	6		0
BA831 - Steel Beam End	7	each		7			0
BA850 - Backwall	78	ft		65	13		0
BA851 - Abutment Pedestal	7	each		7			0
BW220 - Reinforced Concrete Pile Cap/Footing	15	ft					15
BW227 - Reinforced Concrete Pile	3	each					3
BW800 - Erosion or Scour	15	ft	10	5			0
BW853 - Wingwall	13	ft	8		5		0
PR205 - Reinforced Concrete Column	3	each		2	1		0
PR220 - Reinforced Concrete Pile Cap/Footing	48	ft					48
PR227 - Reinforced Concrete Pile	18	each					18
PR234 - Reinforced Concrete Pier Cap	46	ft		36	10		0
PR302 - Compression Joint Seal	49	ft			49		0
PR310 - Elastomeric Bearing	14	each		14			0
515 - Steel Protective Coating	14	SQUARE_FOOT		4		10	0
PR800 - Erosion or Scour	96	ft		96			0
PR831 - Steel Beam End	7	each		7			0
PR852 - Pier Pedestal	14	each	12	2			0
12 - Reinforced Concrete Deck	2057	SQUARE_FOOT		2020	37		0
510 - Wearing Surfaces	2282	SQUARE_FOOT	1370	684	228		0
29 - Steel Deck with Concrete Filled Grid	308	SQUARE_FOOT		308			0
107 - Steel Open Girder/Beam	347	ft		347			0
515 - Steel Protective Coating	2270	SQUARE_FOOT	1362	681		227	0
113 - Steel Stringer	98	ft		98			0
515 - Steel Protective Coating	200	SQUARE_FOOT		180		20	0
152 - Steel Floor Beam	56	ft		56			0
515 - Steel Protective Coating	170	SQUARE_FOOT		153		17	0
330 - Metal Bridge Railing	100	ft	60	20	20		0
515 - Steel Protective Coating	480	SQUARE_FOOT		240		240	0
811 - Curb	100	ft	75	25			0
830 - Secondary Members	1	each		1			0

Element**	Total Quantity	Unit	CS-1	CS-2	CS-3	CS-4	CS-5
Span Number : 2							
PR205 - Reinforced Concrete Column	3	each		1	2		0
PR220 - Reinforced Concrete Pile Cap/Footing	48	ft					48
PR227 - Reinforced Concrete Pile	18	each					18
PR234 - Reinforced Concrete Pier Cap	46	ft		22	24		0
PR302 - Compression Joint Seal	49	ft			49		0
PR310 - Elastomeric Bearing	14	each		14			0
515 - Steel Protective Coating	14	SQUARE_FOOT		4		10	0
PR800 - Erosion or Scour	96	ft		96			0
PR831 - Steel Beam End	14	each		12	2		0
PR852 - Pier Pedestal	14	each	12	1	1		0
12 - Reinforced Concrete Deck	2470	SQUARE_FOOT	1813	617	40		0
510 - Wearing Surfaces	2340	SQUARE_FOOT	1334	772	234		0
107 - Steel Open Girder/Beam	347	ft		345	2		0
515 - Steel Protective Coating	2293	SQUARE_FOOT		2064		229	0
330 - Metal Bridge Railing	102	ft		102			0
515 - Steel Protective Coating	700	SQUARE_FOOT		350		350	0
811 - Curb	102	ft		96	6		0
830 - Secondary Members	1	each		1			0
Span Number : 3							
EA220 - Reinforced Concrete Pile Cap/Footing	83	ft					83
EA227 - Reinforced Concrete Pile	23	each					23
EA302 - Compression Joint Seal	49	ft		45	4		0
EA310 - Elastomeric Bearing	7	each		7			0
515 - Steel Protective Coating	7	SQUARE_FOOT		5		2	0
EA321 - Reinforced Concrete Approach Slab	1440	SQUARE_FOOT		1415	25		0
EA800 - Erosion or Scour	65	ft		59	6		0
EA831 - Steel Beam End	7	each		7			0
EA850 - Backwall	78	ft		67	11		0
EA851 - Abutment Pedestal	7	each		7			0
EW220 - Reinforced Concrete Pile Cap/Footing	15	ft					15
EW227 - Reinforced Concrete Pile	3	each					3
EW800 - Erosion or Scour	13	ft	13				0
EW853 - Wingwall	13	ft	5		8		0

Element**	Total Quantity	Unit	CS-1	CS-2	CS-3	CS-4	CS-5
PR831 - Steel Beam End	7	each		7			0
12 - Reinforced Concrete Deck	2057	SQUARE_FOOT		2057			0
510 - Wearing Surfaces	2282	SQUARE_FOOT	1301	753	228		0
29 - Steel Deck with Concrete Filled Grid	308	SQUARE_FOOT		308			0
107 - Steel Open Girder/Beam	347	ft		347			0
515 - Steel Protective Coating	2270	SQUARE_FOOT		2043		227	0
113 - Steel Stringer	98	ft		98			0
515 - Steel Protective Coating	200	SQUARE_FOOT		180		20	0
152 - Steel Floor Beam	56	ft		56			0
515 - Steel Protective Coating	170	SQUARE_FOOT		153		17	0
330 - Metal Bridge Railing	100	ft		100			0
515 - Steel Protective Coating	480	SQUARE_FOOT		240		240	0
811 - Curb	100	ft		97	3		0
830 - Secondary Members	1	each		1			0

** Elements with a prefix designate the locations of BA-Begin Abutment, BW-Begin Wingwall, EA-End Abutment, EW-End Wingwall, CO-Culvert Outlet, and PR-Pier. No prefix generally indicates the element is part of the superstructure.

Inspection Notes

General Notes

No bats today. Plans in BIN Folder were reviewed and verified.

Element Condition Notes

	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
Span 1: 12 - Reinforced Concrete Deck	2057	0	2020	37	0	0

Condition State 3 Note

Referenced Photo(s): 18, 42, 48, 52

Referenced Sketch(es): None

Approximately 30 square feet of the underside of the deck in Bay 1 within 4 feet +/- of the end of the span is map cracked with efflorescence and has approximately 2 square feet of delaminated concrete (Pic#42). Approximately 6 square feet of the underside of the deck in Bay 1 at begin of span is cracked and delaminated (Pic#48&52). Fascia concrete over G1 at Pier 1 Span 2 is spalled 4 inches deep (Pic#18). The condition of the deck is adequately reported with CS note and photos, no deck sketch is required or provided.

	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
Span 1: 12 - Reinforced Concrete Deck-510 - Wearing Surfaces	2282	1370	684	228	0	0
Span 2: 12 - Reinforced Concrete Deck-510 - Wearing Surfaces	2340	1334	772	234	0	0
Span 3: 12 - Reinforced Concrete Deck-510 - Wearing Surfaces	2282	1301	753	228	0	0

Common

Referenced Photo(s): 27, 30, 31, 32, 33, 34

Common

Referenced Photo(s): 27, 30, 31, 32, 33, 34

Referenced Sketch(es): None

Upgrade the CS4 quantity to CS2. The previously down rated asphalt patches have been repaired (Pic#30,31&33) but there are new locations in all three spans with deteriorated patches (Pic#27&34) and there are scattered cracks throughout upto 1/8 inch wide over 10% of the area. There is a 1' wide x 15' long section of deteriorated concrete (Pic#32) along the Left shoulder of span2

	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
Span 1: 107 - Steel Open Girder/Beam-515 - Steel Protective Coating	2270	1362	681	0	227	0
Span 1: 113 - Steel Stringer-515 - Steel Protective Coating	200	0	180	0	20	0
Span 1: 152 - Steel Floor Beam-515 - Steel Protective Coating	170	0	153	0	17	0
Span 2: 107 - Steel Open Girder/Beam-515 - Steel Protective Coating	2293	0	2064	0	229	0
Span 3: 107 - Steel Open Girder/Beam-515 - Steel Protective Coating	2270	0	2043	0	227	0
Span 3: 113 - Steel Stringer-515 - Steel Protective Coating	200	0	180	0	20	0
Span 3: 152 - Steel Floor Beam-515 - Steel Protective Coating	170	0	153	0	17	0

Condition State 4 Note

Referenced Photo(s): 2, 3, 8, 9, 10, 12, 13, 14, 15, 16, 46, 47, 49

Referenced Sketch(es): None

The paint has failed on 10% of the overall area of the girders, floor beams, and stringers in all 3 spans allowing corrosion to form with section loss starting in localized areas (Pic#2,3,9,10,12,13,14,15,16,46&49). All layers of the paint have peeled off in large sheets in several areas at the lower webs and bottom flanges (Pic#47).

	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
Span 1: PR205 - Reinforced Concrete Column	3	0	2	1	0	0
Span 2: PR205 - Reinforced Concrete Column	3	0	1	2	0	0

Condition State 3 Note

Referenced Photo(s): 6, 44, 50, 51

Referenced Sketch(es): None

Pier 1 - The left face of Column 3 has a 4 feet high by 2 feet wide hollow sounding cracked area at its base (Pic#44). The right face of Column 3 has several vertical and random 1/16 inch wide cracks but the concrete surrounding the cracks sounds solid.

Pier 2 - Column 1 is vertically cracked and rust stained (Pic#50&51) at the top of its begin face. Column 3 has a 2.5 ft vertical crack at the top of begin face that propagates into the cap beam (Pic#6).

	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
Span 1: PR234 - Reinforced Concrete Pier Cap	46	0	36	10	0	0
Span 2: PR234 - Reinforced Concrete Pier Cap	46	0	22	24	0	0

Condition State 3 Note

Referenced Photo(s): 5, 6, 7, 17, 19

Referenced Sketch(es): None

Pier 1 - The cap beam in bay 1 has a 2.5' long crack on its end face and underside (Pic#17) upto 1/8" wide. Under G5 at the end face of the pier cap there is a 4' long long horizontal crack at the bottom corner upto 1/8" wide. Under G6 at the end face of the pier cap there is a 3' long horizontal crack at the bottom corner (Pic#19) upto 1/8" wide.

Pier 2 - The cap beam at the right begin face has a single vertical crack that propagates into Column 3 (Pic#6). Under G6 at the begin face of the pier cap there is a 3 ft long horizontal crack at the bottom corner (Pic#5) upto 1/8" wide. At the begin face under bay 4 there 4' long crack at the bottom corner (Pic#7) upto 1/8" wide. At the underside of cap beam between Columns 2 and 3 there are multiple tight cracks over a 12 ft length. The begin face of the Pier 2 cap beam at the left has been repaired since the last inspection, but map cracking is developing with rust stains.

	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
Span 1: BA302 - Compression Joint Seal	49	0	37	12	0	0
Span 1: PR302 - Compression Joint Seal	49	0	0	49	0	0
Span 2: PR302 - Compression Joint Seal	49	0	0	49	0	0
Span 3: EA302 - Compression Joint Seal	49	0	45	4	0	0

Condition State 3 Note

Referenced Photo(s): 21, 30, 33, 35

Referenced Sketch(es): None

The joints at Piers 1 and 2 are both leaking moderately full length causing the underside of the joint headers to spall exposing reinforcing and causing deterioration to the elements below. The right half of the joint at Pier 1 has a torn seal. The begin concrete header is spalled 5 ft long by 1 1/2 inch deep right of the center lane (Pic#33) adjacent to the spalled wearing surface. Concrete header of the Pier 2 joint shows spalling along the edges for 20 ft at the right (Pic#30).

Both the Begin (Pic#35) and the End (Pic#21) joint seals have debonded over about 25% of their length and are leaking moderately full length causing the underside of the joint headers to spall exposing reinforcing and causing deterioration to the elements below

	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
Span 1: BA310 - Elastomeric Bearing-515 - Steel Protective Coating	7	0	5	0	2	0
Span 1: PR310 - Elastomeric Bearing-515 - Steel Protective Coating	14	0	4	0	10	0
Span 1: 330 - Metal Bridge Railing-515 - Steel Protective Coating	480	0	240	0	240	0
Span 2: PR310 - Elastomeric Bearing-515 - Steel Protective Coating	14	0	4	0	10	0
Span 2: 330 - Metal Bridge Railing-515 - Steel Protective Coating	700	0	350	0	350	0
Span 3: EA310 - Elastomeric Bearing-515 - Steel Protective Coating	7	0	5	0	2	0
Span 3: 330 - Metal Bridge Railing-515 - Steel Protective Coating	480	0	240	0	240	0

Common

Referenced Photo(s): 1, 11, 13, 23, 29, 36, 38

Referenced Sketch(es): None

The paint has failed on 30% of the bearing components (Pic#23) and 50% of the galvanization has failed on the bridge rail (Pic#29&36) has allowing base metal to corrode in all three spans. The G1 and G7 fascia bearings (Pic#1,11,13&38) have about 70% paint failure.

	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
Span 1: BA321 - Reinforced Concrete Approach Slab	1440	0	1440	0	0	0
Span 3: EA321 - Reinforced Concrete Approach Slab	1440	0	1415	25	0	0

Common

Referenced Photo(s): 26

Referenced Sketch(es): None

Concrete approach Slabs are hidden below the asphalt pavement at the beginning and end of the bridge and are assessed on the indicators in the overlay material . The end approach slab adjacent to the joint header shows distress up to 2 ft wide x 15' long at the left half along the edge of the header (Pic#26).

	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
Span 1: 330 - Metal Bridge Railing	100	60	20	20	0	0
Span 2: 330 - Metal Bridge Railing	102	0	102	0	0	0
Span 3: 330 - Metal Bridge Railing	100	0	100	0	0	0

Common

Referenced Photo(s): 28, 29, 32, 45

Referenced Sketch(es): None

The concrete rail post base is deteriorated over 20% of its length (Pic#28,29&32) behind the curb and there is a 2' x 6" spall (Pic#45) on the Right fascia.

	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
Span 1: BA800 - Erosion or Scour	83	0	77	6	0	0
Span 3: EA800 - Erosion or Scour	65	0	59	6	0	0

Condition State 3 Note

Referenced Photo(s): 39

Referenced Sketch(es): None

There is an erosion gully approximately 6 feet wide below G7 at the begin and end abutment. The concrete block pavers in this area are disturbed and eroded down the entire slope due to the presence of the scupper outlets near the begin and end abutments. No footings are exposed.

	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
Span 1: 811 - Curb	100	75	25	0	0	0
Span 2: 811 - Curb	102	0	96	6	0	0
Span 3: 811 - Curb	100	0	97	3	0	0

Condition State 3 Note

Referenced Photo(s): 29

Referenced Sketch(es): None

The concrete behind the curb is rated as bridge rail post anchorage. See element 330

	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
Span 1: BA850 - Backwall	78	0	65	13	0	0

Common

Referenced Photo(s): 37, 40, 43

Referenced Sketch(es): None

The bay4 backwall has been previously repaired and painted (Pic#40). The top of the begin backwall is spalled 3 inches deep by 1 1/2 foot wide by 2.5 feet high on the Right side of G7 (Pic#37) with exposed rebar.

The right side of the begin abutment is assessed as backwall. There are 3 spalls near the top within 6 feet of the right fascia (Pic#43). Each of the spalls are approximately 3 inches deep by 1 foot high by 1 foot wide over a length of 6 ft.

The Begin Left structure is assessed as wingwall.

	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
Span 1: BW853 - Wingwall	13	8	0	5	0	0

Condition State 3 Note

Referenced Photo(s): 41

Referenced Sketch(es): None

The Begin Left WW structure is spalled upto 3 inches deep by 8 inches high on its top corner over a 5 feet length. See CS note for element BA853

	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
Span 2: 12 - Reinforced Concrete Deck	2470	1813	617	40	0	0

Condition State 3 Note

Referenced Photo(s): 8

Referenced Sketch(es): None

There's a 40sf unsound area in bay2 at End span. The condition of the deck is adequately reported with CS note and photos, no deck sketch is required or provided.

	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
Span 2: 107 - Steel Open Girder/Beam	347	0	345	2	0	0

Condition State 3 Note

Referenced Photo(s): 12

Referenced Sketch(es): 5

G1 in Span 2 has 24% lower web section loss over the bearings and 13% overall shear area section loss at Pier 2 (Pic#12). G5 in Span 2 has 27% lower web section loss over the bearings and 16% overall shear area section loss at Pier

2. See Section Loss documentation (Sketch#5).

	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
Span 2: PR831 - Steel Beam End	14	0	12	2	0	0

Condition State 3 Note

Referenced Photo(s): 12

Referenced Sketch(es): 5

G1 in Span 2 has 21% lower web section loss over the bearings at Pier 2 (Pic#12). G5 in Span 2 has 24% lower web section loss over the bearings at Pier 2. See Section Loss documentation (Sketch#5).

	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
Span 2: PR852 - Pier Pedestal	14	12	1	1	0	0

Condition State 3 Note

Referenced Photo(s): 4

Referenced Sketch(es): None

There is a 12" long vertical crack in pedestal#7 upto 1/8" wide.

	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
Span 3: EA850 - Backwall	78	0	67	11	0	0

Condition State 3 Note

Referenced Photo(s): 22, 25

Referenced Sketch(es): None

The right 3 feet (Pic#22) and the left 2 feet (Pic#25) of the end backwall is spalled up to 3 inches deep with exposed reinforcing or is cracked/delaminated . The End Left structure is now being assed as WW based on conversation with R3 QC, see CS note for element EW853.

	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
Span 3: EW853 - Wingwall	13	5	0	8	0	0

Condition State 3 Note

Referenced Photo(s): 24

Referenced Sketch(es): None

The End Left wingwall has a 1 foot long by 2 inch deep spall at the top corner near the abutment and an 8ft long x 5ft high section of map cracking with efflorescence and rust staining. See CS note for element EA853.

Non-Structural Condition Observations

Category: ATTACHMENTS - Lighting Quantity: 20 Unit: ft

Referenced Element(s): NONE

Referenced Photo(s): 20
Referenced Sketch(es): NONE

There is hanging conduit in span2 bay5.

Inspection Photographs

Attachment Description: 1 Pier 2 G7 bearings.JPG

Photo Number: **1** Photo Filename: **1a Pier 2 G7 bearings.JPG**

Attachment Description: 2 Span 2 G7 facing Begin.JPG

Photo Number: **2** Photo Filename: **2a Span 2 G7 facing Begin.JPG**

Attachment Description: 3 Span 3 G7 facing End.JPG

Photo Number: **3** Photo Filename: **3a Span 3 G7 facing End.JPG**

Attachment Description: 4 Pier 2 G7 pedestal.JPG

Photo Number: **4** Photo Filename: **4a Pier 2 G7 pedestal.JPG**

Attachment Description: 5 Pier 2 Cap Beam Begin face at G6.JPG

Photo Number: **5** Photo Filename: **5a Pier 2 Cap Beam Begin face at G6.JPG**

Attachment Description: 6 Pier 2 Column 3 Begin face.JPG

Photo Number: **6** Photo Filename: **6a Pier 2 Column 3 Begin face.JPG**

Attachment Description: 7 Pier 2 Cap Beam Begin Face at Bay 4.JPG

Photo Number: **7** Photo Filename: **7a Pier 2 Cap Beam Begin Face at Bay 4.JPG**

Attachment Description: 8 Span 2 Bay 1 End.JPG

Photo Number: **8** Photo Filename: **8a Span 2 Bay 1 End.JPG**

Attachment Description: 9 Span 2 G1 interior facing End.JPG

Photo Number: **9** Photo Filename: **9a Span 2 G1 interior facing End.JPG**

Attachment Description: 10 Span 2 G1 interior facing End.JPG

Photo Number: **10** Photo Filename: **10a Span 2 G1 interior facing End.JPG**

Attachment Description:
11 Pier 2 G1 bearings.JPG

Photo Number: **11** Photo Filename: **11a Pier 2 G1 bearings.JPG**

Attachment Description:
12 Pier 2 G1 beam ends.JPG

Photo Number: **12** Photo Filename: **12a Pier 2 G1 beam ends.JPG**

Attachment Description:
13 G1 over Pier 1.JPG

Photo Number: **13** Photo Filename: **13a G1 over Pier 1.JPG**

Attachment Description:
14 Span 1 G1 facing Begin.JPG

Photo Number: **14** Photo Filename: **14a Span 1 G1 facing Begin.JPG**

Attachment Description:
15 Span 2 G1.JPG

Photo Number: **15** Photo Filename: **15a Span 2 G1.JPG**

Attachment Description:
16 Span 2 G1 interior.JPG

Photo Number: **16** Photo Filename: **16a Span 2 G1 interior.JPG**

Attachment Description:
17 Pier 1 cap beam End face at Bay 1.JPG

Photo Number: **17** Photo Filename: **17a Pier 1 cap beam End face at Bay 1.JPG**

Attachment Description:
18 Deck over G1 at Pier 1.JPG

Photo Number: **18** Photo Filename: **18a Deck over G1 at Pier 1.JPG**

Attachment Description:
19 Pier 1 cap beam End face at G6.JPG

Photo Number: **19** Photo Filename: **19a Pier 1 cap beam End face at G6.JPG**

Attachment Description:
20 Hanging Conduit at Span 2 G5.JPG

Photo Number: **20** Photo Filename: **20a Hanging Conduit at Span 2 G5.JPG**

Attachment Description:
21 End joint facing Left.JPG

Photo Number: **21** Photo Filename: **21a End joint facing Left (1).JPG**

Attachment Description:
22 End backwall at Right.JPG

Photo Number: **22** Photo Filename: **22a End backwall at Right.JPG**

Attachment Description:
23 End G7 bearing.JPG

Photo Number: **23** Photo Filename: **23a End G7 bearing.JPG**

Attachment Description:
24 End Left wingwall.JPG

Photo Number: **24** Photo Filename: **24a End Left wingwall.JPG**

Attachment Description:
25 End Left backwall.JPG

Photo Number: **25** Photo Filename: **25a End Left backwall.JPG**

Attachment Description:
26 End joint facing Right.JPG

Photo Number: **26** Photo Filename: **26a End joint facing Right.JPG**

Attachment Description:
27 Span 3 wearing surface from End Left.JPG

Photo Number: **27** Photo Filename: **27a Span 3 wearing surface from End Left (1).**

Attachment Description:
28 Span 3 Left side facing Begin.JPG

Photo Number: **28** Photo Filename: **28a Span 3 Left side facing Begin.JPG**

Attachment Description:
29 Span 2 Left side rail facing Begin.JPG

Photo Number: **29** Photo Filename: **29a Span 2 Left side rail facing Begin.JPG**

Attachment Description:
30 Pier 2 joint facing Right.JPG

Photo Number: **30** Photo Filename: **30a Pier 2 joint facing Right (2).JPG**

Attachment Description:
31 Span 2 wearing surface facing Begin.JPG

Photo Number: **31** Photo Filename: **31a Span 2 wearing surface facing Begin.JPG**

Attachment Description:
32 Span 2 Left shoulder facing Begin.JPG

Photo Number: **32** Photo Filename: **32a Span 2 Left shoulder facing Begin.JPG**

Attachment Description:
33 Pier 1 joint facing Right.JPG

Photo Number: **33** Photo Filename: **33a Pier 1 joint facing Right (1).JPG**

Attachment Description:
34 Span 1 wearing surface facing Begin.JPG

Photo Number: **34** Photo Filename: **34a Span 1 wearing surface facing Begin (1).**

Attachment Description:
35 Begin joint facing Right.JPG

Photo Number: **35** Photo Filename: **35a Begin joint facing Right (1).JPG**

Attachment Description:
36 Span 1 rail Left side.JPG

Photo Number: **36** Photo Filename: **36a Span 1 rail Left side.JPG**

Attachment Description:
37 Begin Right backwall.JPG

Photo Number: **37** Photo Filename: **37a Begin Right backwall.JPG**

Attachment Description:
38 Begin G7 bearing.JPG

Photo Number: **38** Photo Filename: **38a Begin G7 bearing.JPG**

Attachment Description:
39 Begin Right Abutment.JPG

Photo Number: **39** Photo Filename: **39a Begin Right Abutment.JPG**

Attachment Description:
40 Begin abutment backwall Bay 4.JPG

Photo Number: **40** Photo Filename: **40a Begin abutment backwall Bay 4.JPG**

Attachment Description:
41 Begin Left wingwall.JPG

Photo Number: **41** Photo Filename: **41a Begin Left wingwall.JPG**

Attachment Description:
42 Span 1 underside of deck facing End.JPG

Photo Number: **42** Photo Filename: **42a Span 1 underside of deck facing End.JPG**

Attachment Description:
43 Begin abutment at Right.JPG

Photo Number: **43** Photo Filename: **43a Begin abutment at Right.JPG**

Attachment Description:
44 Pier 1 Column 3 from Left.JPG

Photo Number: **44** Photo Filename: **44a Pier 1 Column 3 from Left.JPG**

Attachment Description:
45 Span 1 Right fascia at rail post 5.JPG

Photo Number: **45** Photo Filename: **45a Span 1 Right fascia at rail post 5 (1).JPG**

Attachment Description:
46 Span 1 underside from End Left.JPG

Photo Number: **46** Photo Filename: **46a Span 1 underside from End Left.JPG**

Attachment Description:
47 Span 1 G6 from Begin.JPG

Photo Number: **47** Photo Filename: **47a Span 1 G6 from Begin.JPG**

Attachment Description:
48 Span 1 underside of Bay 1 near End.JPG

Photo Number: **48** Photo Filename: **48a Span 1 underside of Bay 1 near End.JPG.**

Attachment Description:
49 Span 2 underside from End Left.JPG

Photo Number: **49** Photo Filename: **49a Span 2 underside from End Left.JPG**

Attachment Description:
50 Pier 2 Column 1 Begin face.JPG

Photo Number: **50** Photo Filename: **50a Pier 2 Column 1 Begin face.JPG**

Attachment Description:
51 Pier 2 cap beam Begin face at Left.JPG

Photo Number: **51** Photo Filename: **51a Pier 2 cap beam Begin face at Left.JPG**

Attachment Description:
52 Span 1 Bay 1 underside of deck facing Begin.JPG

Photo Number: **52** Photo Filename: **52a Span 1 Bay 1 underside of deck facing**

Inspection Sketches

Sketch Number: **1** Sketch Filename: **1031701 - 2021 Photo Loaction Plan 20BD186.jpg**

BD186 (5/16)

NYS DEPT. OF TRANSPORTATION

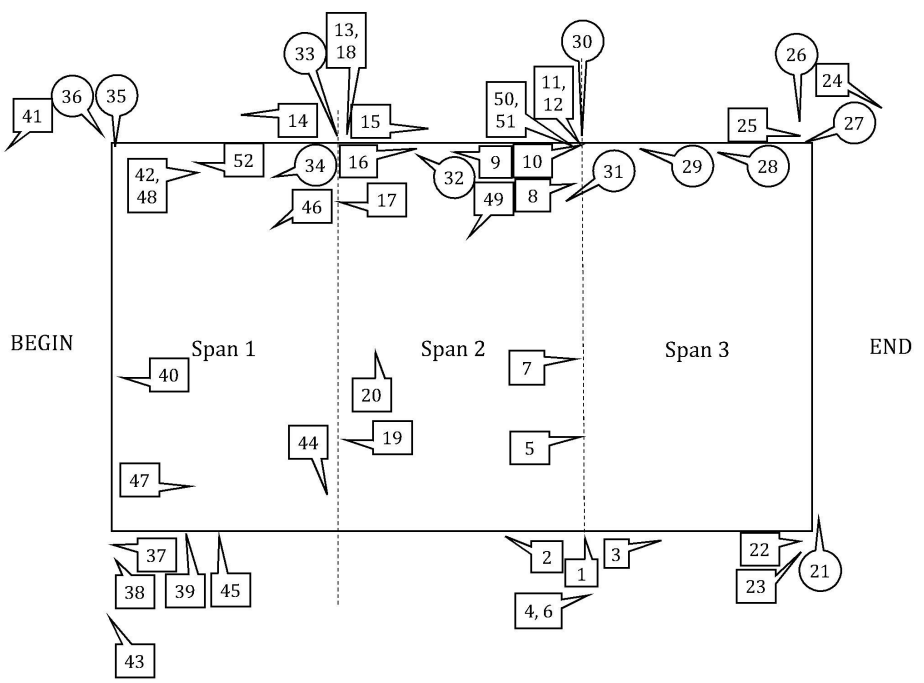
BIN: 1031701 **DATE:** 04/22/2021

FEATURE CARRIED: 81 I 33033050

FEATURE CROSSED: CR 20 – Church Street

X Photo above deck X Photo below deck

NORTH



Sketch Description: 1031701 - 2021 Photo Loaction Plan 20BD186.jpg

Sketch Number: **2** Sketch Filename: **1031701_21_Electric Form.jpg**

BD 241

NYSDOT BRIDGE INSPECTION REPORT
SHEET 1 OF 1

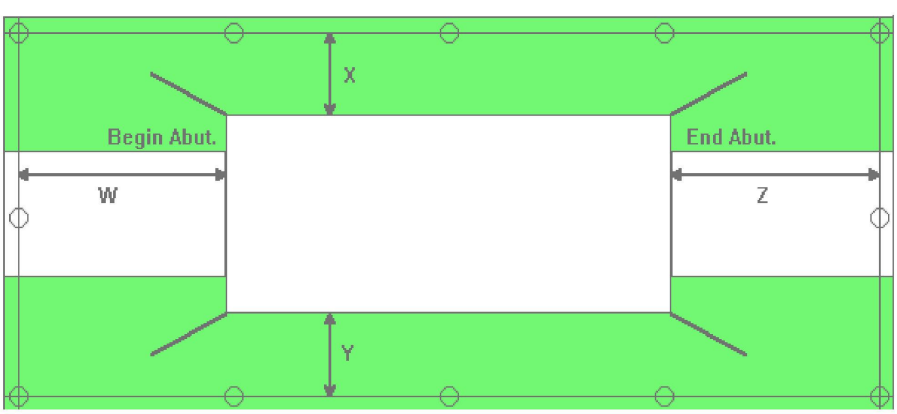
Electrical Hazard Survey

Insp. Date:	04/22/2021		**BIN:**	1031701

Electrical Hazard Classification (Put an X in appropriate box at right)		
		Danger!
	X	Warning
		No Lines Present

Electrical Hazard Alignments (Put an X in all appropriate boxes at right)		
		Parallel Alignment
	X	Perpendicular Alignment
		Diagonal Alignment

Utility Name	UNKNOWN
System Voltage	UNKNOWN



(For Clarity, You Must Specify English or Metric Units for Offsets)

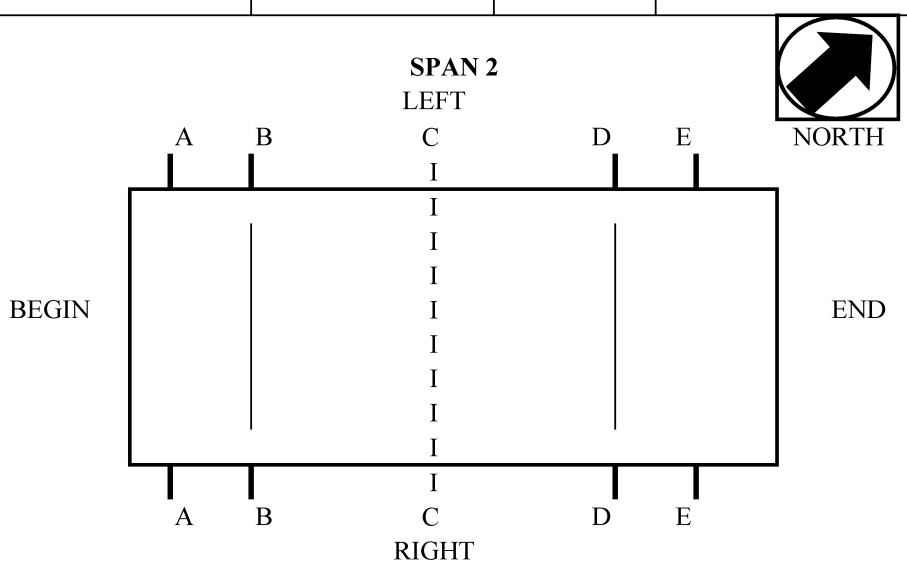
Location (Put X where appropriate)	No Lines Present	Above the Deck	Below the Deck	Above and Below	Horizontal Offset	Vertical Offset
Before Begin Abutment (W)	X					
To Left of Bridge (X)				X	25 FT	20 FT
To Right of Bridge (Y)	X					
After End Abutment (Z)	X					

Sketch Description: 1031701_21_Electric Form.jpg

Sketch Number: **3** Sketch Filename: **a1031701_21_ Vertical Clearance.jpg**

HIGHWAY VERTICAL CLEARANCES (FEET)	NYSDOL BRIDGE INSPECTION REPORT			
	SHEET	1	OF	1

INSPECTION DATE	4/22/2021	BIN	33 1031701



YEAR>	2017	2017	2019	2019	2021	2021
LOCATION	LEFT	RIGHT	LEFT	RIGHT	LEFT	RIGHT
A	17'1"	15'6"	17'2"	15'6"	17'2"	15'6"
B	17'0"	**15'6"**	17'0"	**15'5"**	17'0"	**15'5"**
C	16'5"	14'10"	16'5"	14'10"	16'5"	14'10"
D	16'0"	**14'5"**	16'2"	**14'5"**	16'2"	**14'5"**
E	16'1"	14'5"	16'2"	14'6"	16'2"	14'6"

Note: Lines A-A and E-E are edge of pavement/face of curb. Lines B-B and D-D are edge of lane. Line C-C is centerline of Church Street.

Sketch Description: Copy of 1031701_21_ Vertical Clearance.jpg

Sketch Number: **4** Sketch Filename: **LoadRating.jpg**

Region 3 LoadRatingFieldCheckForm

NYSDOT BRIDGE INSPECTION REPORT			
SHEET	1	OF	1

LOAD RATING FIELD CHECK FORM

BIN:	1031701		Insp. Date:	04/22/2021

Dead Load - Note Changes since last Load Rating or state "NONE":

NONE

Section Loss -Note Changes since Last load Rating or state "NONE":

NONE

Additional Notes:

NONE

Attachments:

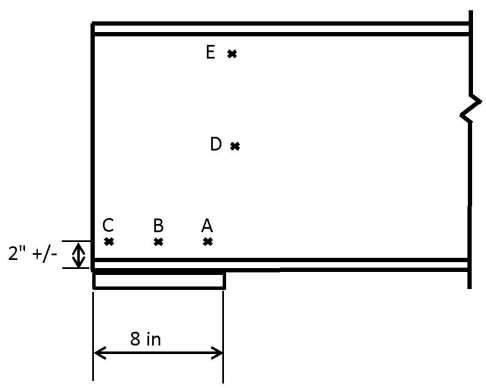
Team Leader: Dennis Conley

Sketch Description: LoadRating.jpg

Sketch Number: **5** Sketch Filename: **2021a (w_overall shear).jpg**

BIN 1031701
4/22/2021

Girder End Section Loss Documentation at Span 2 Pier 2



GIRDER WEB AT SPAN 2 PIER 2

Original Beam		WF33 x 130	Bearing Length = 8.00						Tw = 0.580		d = 33.00		
By/Title	Date:	Location	Bearing Area						Overall Shear Area				
			A	B	C	$Hole_L$	$Thk_{AB\ C}$	%S.L.	D	E	$Hole_H$	Thk_{SH}	%S.L
FMG/CU	4/16/2019	G1	0.48	0.398	0.455	0.00	0.443	24%	0.520	0.520	0.00	0.505	13%
FMG/CU	4/16/2019	G5	0.47	0.435	0.370	0.00	0.423	27%	0.500	0.490	0.00	0.485	16%
DC	4/22/2021	G5	0.47	0.440	0.365	0.00	0.424	27%	0.5	0.49	0.00	0.486	16%
DC	4/22/2021	G1	0.48	0.395	0.460	0.00	0.444	23%	0.53	0.52	0.00	0.509	12%

$Hole_L$ - Length of hole in Bearing Area
Thk_{BA} - Thickness in Bearing Area
$Hole_H$ - Height of hole in Shear Area
Thk_{SH} - Thickness in Shear Area

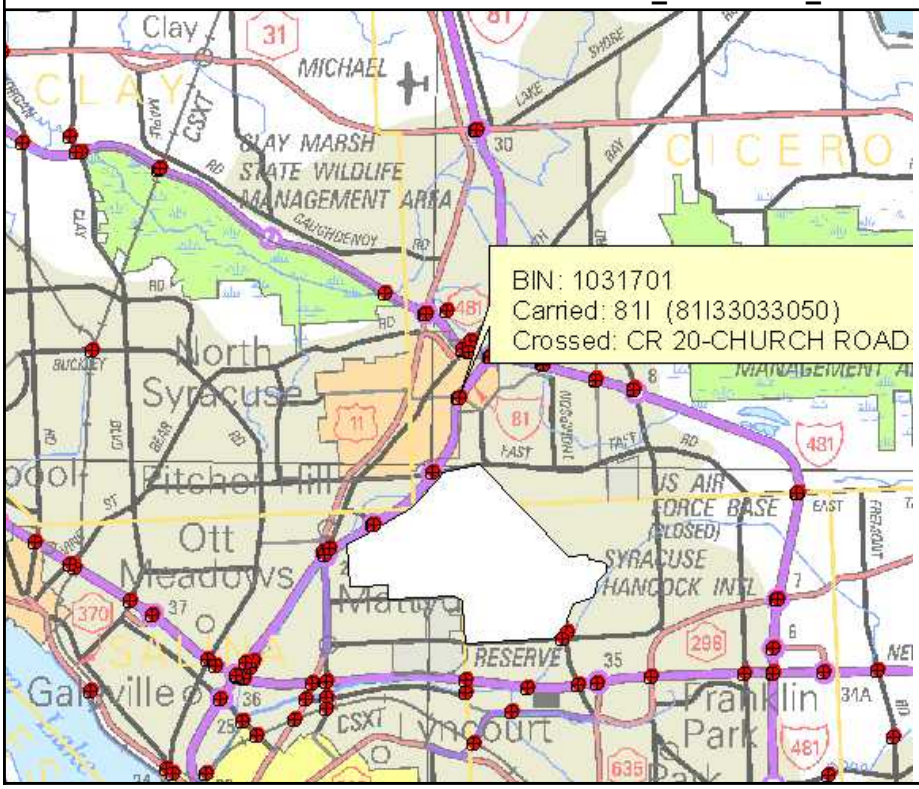
$$Thickness_{BA} = [(\text{“A”} + \text{“B”} + \text{“C”})/3][20\text{"-hole}]/20\text{"}$$
$$Thickness_{SH} = [(\text{“A”} + \text{“D”} + \text{“E”})/3][d\text{"-hole}]/d\text{"}$$
$$SectionLoss\% = (Thickness_{Original} - Thickness_{Average})/Thickness_{Original} \times 100$$

Note: For load rating purposes, apply overall web losses for a 3' length from the seat.

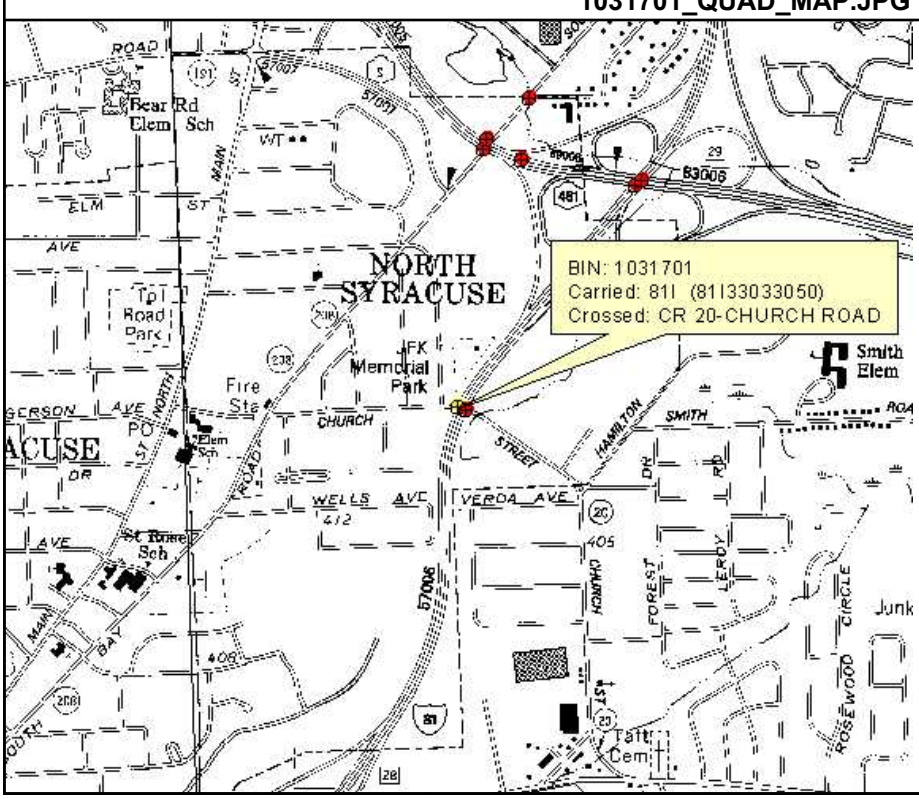
Sketch Description: 2021a (w_overall shear).jpg

Standard Photographs

1031701_LOCATION_MAP.JPG



1031701_QUAD_MAP.JPG



AbutmentBegin_17.JPG

AbutmentEnd_17.JPG

ApproachBegin_17.JPG

ApproachEnd_17.JPG

ElevationLeftSpans1to3_17.JPG

ElevationRightSpans1to3_17.JPG

F2CrossedSpan2Left_17.JPG

F2CrossedSpan2Right_17.JPG

FramingSpan1_17.JPG

FramingSpan2_17.JPG

FramingSpan3_17.JPG

Pier1_17.JPG

Pier2_17.JPG

TopOfBridge_17.JPG

WingwallBeginLeft_17.JPG

WingwallBeginRight_17.JPG

WingwallEndLeft_17.JPG

WingwallEndRight_17.JPG